

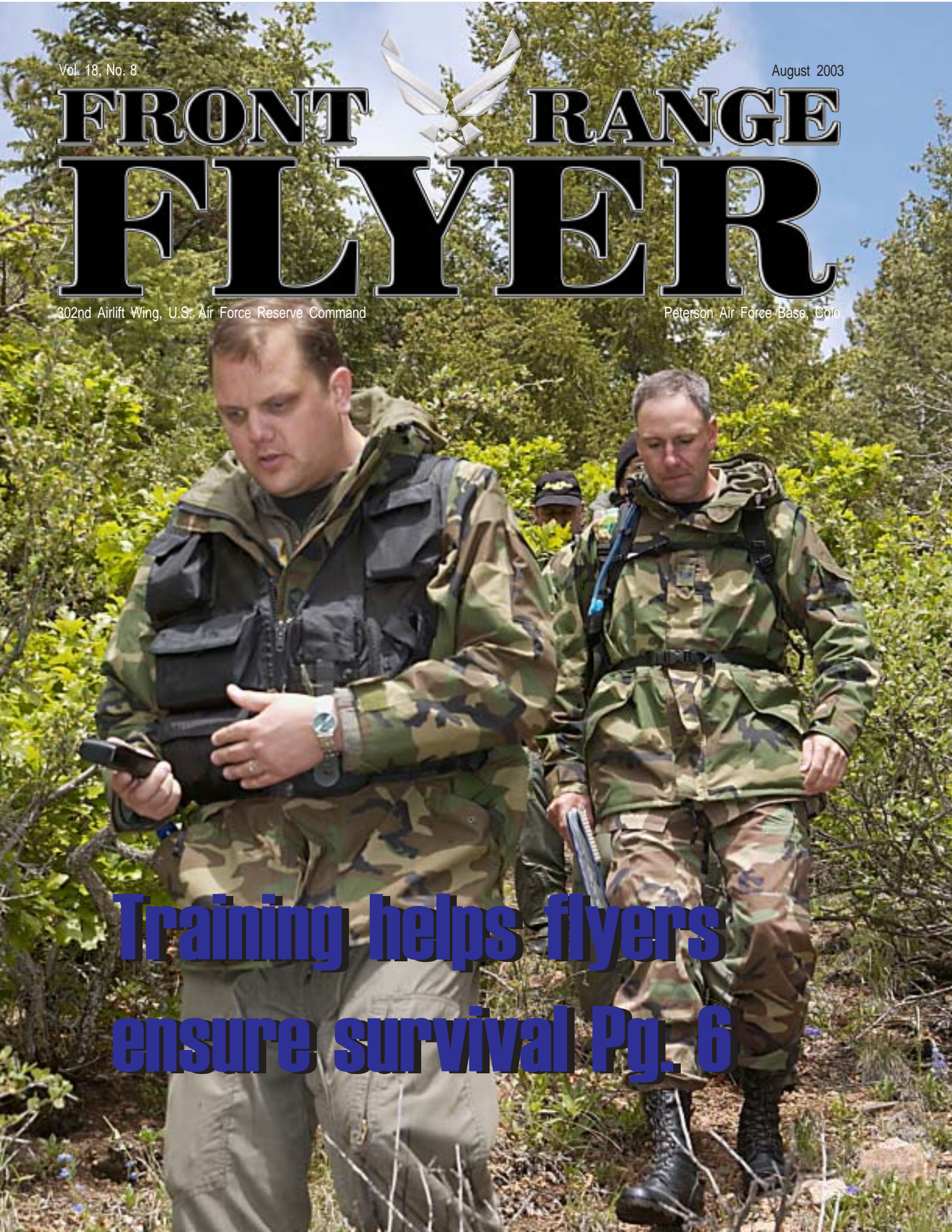
Vol. 18, No. 8

August 2003

FRONT RANGE FLYER

302nd Airlift Wing, U.S. Air Force Reserve Command

Peterson Air Force Base, Colo.



**Training helps flyers
ensure survival Pg. 6**



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FRONT RANGE FLYER

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On the cover



Senior Master Sgt. Bob Lund uses his GPS to navigate his way to a checkpoint, followed by Staff Sgt. Scott Anderson, combat survival instructor.

Photo by Senior Master Sgt.
Jim Riley

UTA Schedule

Next UTA: August 9-10

September 13-14

October 4-5

November 1-2

December 6-7

The next UTA schedule is printed in more detail on page 10. The **Front Range Flyer** is mailed each month to all 302nd Airlift Wing members on file with Personnel Systems. If you are not receiving your magazine, check with your orderly room or administration section to ensure your address is correct.

Readiness remains a requirement for Reserve

By Col. Richard R. Moss
302nd Airlift Wing commander

Several other Reserve units are still mobilized to support Operation Iraqi Freedom. Many are still deployed to the theater of operations. It is unknown when they will return home and be demobilized. We need to keep them, as well as all the other deployed service members, in our thoughts until their safe return home.

I have been asked several times about what the future will hold for the members of the 302nd Airlift Wing regarding deployments and/or mobilizations. I wish I knew; however, due to the uncertainty surrounding the world situation and the future needs to

support required operations, these are questions I cannot answer.

Everyone must keep in mind that we have one overriding mission—to be ready whenever and wherever we are needed. I have no concerns that each and every one is trained to do your job, but I do need your help to ensure you have completed the myriad other requirements necessary to deploy—physical, immunizations, small arms qualification, self aid and buddy care, etc.

We recently had personnel volunteer to fill requirements for an AEF tasking. Unfortunately, they were non-current in some of the items necessary to meet the requirements of the tasking. Consequently, we had to tell them they could not

volunteer. This was unfortunate but we will not deploy anyone if they do not meet all deployment requirements. It is the responsibility of the Wing to make the training available, but it is your responsibility to ensure you take advantage of the training to ensure you meet all mobility requirements.

The reserve component, the Guard and the Reserve, have done an outstanding job, meeting the challenges presented since September 11, 2001.

Our contributions have not gone unnoticed by our elected representatives. Several pieces of legislation have been introduced to further enhance the benefits available to Reserve and Guard members. While we all support these

initiatives, we need to ensure that we do not utilize government equipment or time to voice that support. Please, if you care to contact elected representatives, do it as a private citizen.

On Saturday of the August UTA, we will have our annual Family Day event. Please bring your family out to enjoy this time when we get to show our appreciation to the family members for their critical support and encouragement during these challenging times. The sacrifices they make, so you can do your job as a member of the 302nd AW, are greatly appreciated by all.

Thanks for everything you do. Thanks for being a member of this wing and the Air Force Reserve.

Finding your finest hour

Chaplain (Capt.) Tim Wilson
302nd Airlift Wing Chaplains Office

Winston Churchill observed, “There comes a special moment in everyone’s life, a moment for which that person was born...when he seizes it...it is his finest hour.” Twenty-four years old, Jeff Struecker found his finest hour in the middle of a fire fight in Mogadishu, Somalia.

As the well-planned downtown raid began to unravel, Struecker’s team found themselves retrieving a comrade who had sustained serious injuries in a 70-foot fall from a Black Hawk helicopter. On the way back to the base camp they took horrendous fire from what seemed like every building and alley way. Driving frantically, with bullets whizzing everywhere, Struecker realized his slumping friend, Dominick Pilla, had been hit. Pilla had been shot in the forehead, he died instantly.

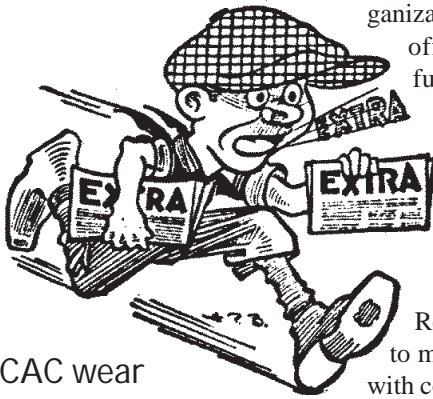
Making it back to the safety of the

base, Stuecker took a minute to wash the blood out of the Humvee. An urgent call from his platoon leader shattered Struecker’s sense of well being of having made it back to the base alive. A Black Hawk had gone down; his team would have to return to the inner city mayhem immediately. Seized with an intense fear, Struecker contemplated the possibility of his own death. His thoughts traveled state side to his family at home and his pregnant wife. In his intense inter turmoil, Struecker turned to God. “I need your help; I don’t know what is going to happen next.” Remembering the garden of Gethsemane, he prayed, “Not my will; but yours be done.” At that moment a strange sense of peace came over Struecker as he realized his life was firmly in God’s hands.

While loading the vehicle with extra ammo, one of Strucker’s men, obviously shaken, approached him. “I can’t go back out there; I got a wife and a family back home. I know that I’m going to die if I go back.” With new found confidence,

Strucker looked squarely into his eyes, putting his hand on his shoulder. “I know that you’re afraid, I am scared too. The real difference between a hero and a coward is not the fear—it’s what you do with the fear, we need you out there!” Strucker remembers that he was never as proud of a fellow soldier as he watched that young man put on his camouflaged Kevlar helmet, picked up his M-16 and jumped into the back of the Humvee. Together his team made not one but three trips back downtown, fighting through the night for their lives and those they sought to rescue.

Strucker can’t explain why things happen the way they do, the loss of his friend; but one thing he doesn’t question—God can make His power and peace real in the middle of life’s most difficult moment. Another soldier put it this way, “I will be strong and courageous. I will not be terrified or discouraged; for the Lord, my God, is with me wherever I go.” (Joshua 1:9) Does life have you down? Facing enormous challenges? Is the future uncertain? Reach out to God and you will find your finest hour.



CAC wear

Air Force Personnel Center, Dress and Appearance, has issued the following guidance on the wear of the CAC in military uniform. Air Force has not mandated the wear of the CAC in uniform; however, the installation commander may establish a local requirement for it to be worn.

"When worn, the CAC must be worn on the front of the body, displayed above the waist and below the neck. Plain, dark blue or black ropes, silver or plastic small conservative link chains, and clear plastic may be used. Green may also be worn with the BDU but they must not present a safety issue."

If there are additional questions, please call 556-8185.

Post office box use

Anyone mobilized to Peterson AFB and lives outside the commuting area is authorized to open a post office box at the Base Post Office. They are required to turn back the issued post office box upon demobilization.

If mobilized elsewhere, other steps can be taken to identify the personal mail services available.

Deploying personnel should contact the servicing support or-

ganization before opening a post office box with personal funds.

Contact Kelli Wolf at 556-8192 for more information.

Records requests procedures

The National Personnel Records Center is working to make it easier for veterans with computers and Internet access to obtain copies of documents from their military files.

Military veterans and the next of kin of deceased former military members may now use a new online military personnel records system to request documents. Other individuals with a need for documents must still complete the Standard Form 180 which can be downloaded from the online web site.

The new web-based application was designed to provide better service on these requests by eliminating the records center's mailroom processing time. Also, because the requester will be asked to supply all information essential for NPRC to process the request, delays that normally occur when NPRC has to ask veterans for additional information will be minimized.

Veterans and next of kin may access this application at <http://vetrecs.archives.gov> <http://vetrecs.archives.gov>. Please note there is no requirement to type "www" in front of the web address. *Courtesy of HQ AFRC/DP.*

Political activity

The following is an edited excerpt from the Hatch Act (<http://www.osc.gov/ha-fed.htm#agencies>) identifying prohibited Federal Employee political conduct:

...**may not** engage in political activity while on duty, in a government office, while wearing an official uniform or while using a government vehicle.

For example, an employee may not display a political poster, bumper sticker or campaign button in his or her office or in the common areas of a federal building.

An employee may not send emails containing political endorsements from a government email account, nor may they send them and sign it with a military/DOD civilian signature block.

You may not use a government computer to email personal opinions about or rally people to respond to a particular item of legislation. ARTs fall under even more stringent military regulations regarding political activity while "on duty."

If you have questions about computer use, please call Staff Sgt. Jeff Robertson at 556-5379.

Weather watch website

Recently the base implemented a website for weather watches and warnings that members of the 302nd Airlift Wing can now access. The website is <http://131.15.144.231:82/pv/frames.htm>. Once open it can be minimized and when a weather watch or warning is issued, it will pop up and give a 20 second alarm for the warning, watch or advisory that was issued.

Currently, when the Command Post receives a weather warning or watch, they are required to make phone calls to 15 different areas throughout the Wing. This is both time consuming...and by the time they reach the 15th office on the list, normally the weather watch or warning is several minutes old. To streamline the process,

and to ensure that weather notifications are given in a more timely fashion, they are not going to notify some of the offices since everyone has access to this website. The offices that Command Post will still call are as follows:

MX Control
Life Support
731st AS
ATOC (on the UTA)
SOF
302nd AW/CC and OG/CC
All airborne aircraft
CE

Anyone not on this list and feels they still need a phone call from the Command Post, needs to justify why a phone call is required. On the flip side, anyone on this list and doesn't feel they still need to receive a phone call needs to call Master Sgt. Randy Robson at 556-3338.

No metal clips

The small metal clip issued with line badges is no longer allowed IAW AFI 21-101 paragraph 18.23.2.10. This may require budgeting for lanyards or arm bands. The Envision store had arm bands but they've been on back order for about three months. The company they bought them from is at <http://www.stuart-inc.com/products.htm> so you could go to the company and order what you want.

VGLI and SGLI

Recently, a question has come up regarding members having VGLI and SGLI at the same time. It is important that everyone is aware that Reserve members may be covered by both at the same time; however, they cannot have more than \$250,000 coverage combined. Please visit the following website for more information: <http://www.insurance.va.gov/sglivgli/sglivgli.htm>.

The Front Range Flyer staff is always looking for story ideas or suggestions. If you have any, please call 556-4117 or email them at 302aw.pa@302.peterson.af.mil.

Reserve continues to support operations in Iraq

ROBINS AIR FORCE BASE, Ga.—As Operation Iraqi Freedom shifts from combat to reconstruction, hundreds of mobilized Air Force reservists are returning home to family and civilian life. Thousands more, however, remain on active duty, and Air Force Reserve Command officials here say they have no clear picture as of May 21 as to when these people will be demobilized.

Those serving on active duty include thousands of reservists in Iraq and other

Persian Gulf countries. More than 1,000 Air Force aircrew, maintenance, security forces and support people, including reservists, are working at Tallil Air Base in southern Iraq.

Reservists carried out an unprecedented number of missions before and during Operation Iraqi Freedom highlighting the command's increasing role in the Total Force.

"We have seen our reservists make huge contributions to each discipline key to its ongoing success," said Lt. Gen. James E. Sherrard III, AFRC commander, referring to Operation Iraqi Freedom in testimony before the Senate Armed Services Committee Defense Subcommittee May 7. "We are no longer a force held in reserve solely for possible war or contingency actions. We are at the tip of the spear."

The command contributed heavily to air-lift, aerial refueling, aeromedical evacuation, close air support, space, rescue and special operations missions in supporting the liberation of the Iraqi people.

Seventy percent of activated reservists were gained by Air Mobility Command, which channeled aircraft through "air bridges" at Westover ARB, Mass., and March ARB, Calif. In addition, 10 other Reserve units mobilized reservists to support the air bridges including C-5 crews from the 512th AW, Dover AFB, Del., 433rd AW, Lackland AFB,

Texas, and 349th Air Mobility Wing, Travis AFB, Calif.; and C-17 crews from the 315th AW, Charleston AFB, S.C., and McChord's 446th AW, Wash.

Reservists were also highly visible in special operations, combat rescue and space operations, according to Sherrard. The Reserve provided 33 percent of the HC-130 and HH-60 combat rescue, 62 percent of special operations crews and more than 900 space operators.

Several Reserve space units worked behind the scenes providing precision targeting, early missile detection and accurate weather reporting. The 19th Space Operations Squadron at Schriever AFB used Global Positioning System satellites to direct precision targeting while members of the 6th SOPS used Defense Meteorological Satellite Program satellites to collect critical weather data to aid military operations. Tactical missile warning was provided by the 7th SOPS.

The success of Reserve integration in the Total Force demonstrated the value of an all-volunteer force, according to Sherrard.

"It is apparent to all that the reserve component is crucial to the defense of our great nation," Sherrard said. "AFRC continues to work shoulder to shoulder with the active-duty and Air National Guard components in the long battle to defeat terrorism."



Members from the 39th Aerial Port Squadron on annual tour in Ramstien Air Base, Germany, contributed by helping bring home fallen heroes from Operation Iraqi Freedom.

U.S. House, Senate eye benefits for reservists in 2004

(Editor's note: The following Air Force Reserve Command News Service article is designed to keep reservists informed about pending legislation that could affect them. Reservists on duty may not lobby or urge others to speak to their congressional representatives.)

WASHINGTON—Before taking their Independence Day recess, the U.S. House and Senate Armed Services Committees completed markups of their versions of the National Defense Authorization Act for fis-

cal year 2004.

Members of the committees considered several provisions, which could affect reservists in Air Force Reserve Command. These provisions include unlimited use of commissaries and increases in basic pay, hostile fire and imminent danger pay, family separation allowance and hazardous duty incentive pay.

"Congressional committee markups are no guarantee an item will become law," said Wayne Gracie, director of the Office of Air Force Reserve's Policy Integration Directorate in the Penta-

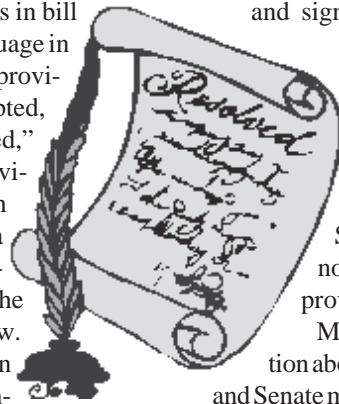
gon.

"The House and Senate work out differences in bill provisions and language in conference, where provisions may be adopted, dropped or modified," he said. "If the provision is identical in both bills, it has a greater chance of becoming law when the bill is enacted into law. The authorization process is not complete until conferencing occurs and a final version of the autho-

rization bill is reported and voted on by both chambers and signed into law by the president."

Bills were introduced in the House and Senate, but none were approved.

More information about the House and Senate marks is available on the following Web site: <http://www.re.hq.af.mil/rei>.



Refresher training keeps focus on survival skills

Photos and story by Senior Master Sgt. James Riley
731st Airlift Squadron

Armed with compasses and handheld GPS receivers, C-130 aircrew members trudge in thick brush of unfamiliar territory. They're navigating their way through the woods in search of their next checkpoint. Finally at the checkpoint, they stop and learn how to procure safe food and water to help ensure their survival. After the training they are given coordinates to the next point and off they go.

It's not exactly the typical way to spend a UTA, but these members of the 302nd Airlift Wing are flyers going through combat survival refresher

training at the Air Force Academy courtesy of 731st Airlift Squadron Life Support.

Although crew members are initially trained in the Combat Survival Course at Fairchild Air Force Base, Wash., refresher training is taught by the 731st AS Life Support section about six times a year. The training helps flight crews make certain they retain what they learned at Fairchild.

Refresher training is a day-long affair, beginning with classroom instruction covering aircraft egress and emergency equipment. Students are then taken to an outdoor training area at the Air Force Academy for the remainder of the day.

During training, students carry the same survival equipment they would while

flying; a survival vest with maps, radio, compass, GPS receiver, water, signal mirror and flares. Although students are taught how to effectively use the gear, the emphasis is on survival knowledge and techniques rather than high tech equipment.

"It's all hands-on training and discussion" says Master Sgt. George Paradise, 731st AS life support

technician. "It's better than sitting in a classroom all day. I think the crew members enjoy it."

Aircrew members who attend the classes say the survival training is excellent.

"It's nice to be able to go out and get to use all this gear. This beats classroom training hands-down. It's an enjoyable and very productive way to spend a UTA day" said Staff Sgt. Jason

Harvey, a C-130 loadmaster who recently took the training.

Harvey and his fellow crew members honed their skills on how to endure in a survival situation. Topics included map and compass skills, ground navigation, signaling, procuring sustenance and shelter, fire craft and self-aid/buddy care.

"It's nice to come out here for the day. We have fun with the training, but we all take it very seriously", said Harvey. "These guys are teaching us valuable skills that can make a life or death

difference to us. It's reassuring to know these skills."

Although they train hard to learn survival skills, Harvey and his fellow aircrew members hope that they never have to use them under real circumstances. It is just one of the many valuable functions that the life support section of the 731st provides for their aircrew customers.



Senior Master Sgt. Bob Lund uses his GPS to navigate his way to a checkpoint, followed by Staff Sgt. Scott Anderson, combat survival instructor.



Master Sgt. Tom Freeman practices using a signal mirror.



Senior Master Sgt. Bob Lund and Chief Master Sgt. Eric Deylius learn navigation skills using GPS and a compass from Staff Sgt. Scott Anderson.

Crucial position provides variety to mission

By Tech. Sgt. Tim Taylor
Front Range Flyer

Variety can be the spice of life, even in a choice career field like as a C-130 loadmaster.

To the layman a loadmaster's job seems simple - ensure the cargo is secured, then sit back and let the rest of the aircrew do the flying. In fact, a loadmaster does much more.

During a typical day, a loadmaster usually reports two or three hours before take-off (depending on the mission), checks messages, reviews the flight crew information file, attends the flight briefing and signs off on the flight orders. With each flight a loadmaster also performs a pre-flight inspection, but that is not all that's involved.

"There's probably about a half-dozen different things we can do," said Senior Airman Matt Pavia, who has been a loadmaster with the 731st Airlift Squadron for a little more than three years.

"It varies. It depends on the mission," said Master Sgt. Dave Gilson, who has been with the 302nd Airlift Wing from the start back in 1982. "Each mission is different."

For instance, if it is a tactical mission the loadmaster must also rig loads and ensure the inspectors perform an inspection. On a cross-country flight, the loadmaster may have to rig or de-rig a load. If the mission includes transporting passengers loadmasters are required to conduct a briefing. The briefing covers

oxygen system use, use of electronic devices, maintaining access to the cockpit and seat belt usage.

Missions could be local flights, practicing touch-and-go landings, humanitarian missions or air drops. Cargo which loadmasters may be required to care for include personnel, equipment, bundles, Humvees and other military vehicles.

To give you an idea just how important a loadmaster's job is they must go through three phases of training to become qualified.

The first is basic loadmaster training.

"It's basically a weight and balance school," Pavia said. Proper weight distribution and balancing of cargo is essential for optimum handling of the aircraft by the pilot and co-pilot.

Next, they must go through Loadmaster Initial Qualification.

"It's the hand-on without the flying," Pavia stated.

Finally comes Loadmaster Mission Qualification.

"That's where you do everything from LIQ, but you're actually flying," Pavia said.

Pavia, who joined the Air Force Reserve right out of high school, is a loadmaster because of his desire to spread his wings, so to speak.



Photo by Senior Master Sgt. James Riley

Master Sgt. Jeffrey Flight, C-130 loadmaster, secures cargo in the back of an aircraft.

"Mostly I just wanted to fly so I did what I could do to fly."

He was quick to learn the importance of teamwork amongst the pilot, co-pilot, navigator and engineer in order to accomplish mission success. For example, he pointed out you can't fly the aircraft without the pilot and co-pilot, nor can you get to your destination without the navigator.

"It's a crew plane so it's pretty much all equal," he said.

Pavia also realizes the importance of his job. "You can't get the mission done without the loadmaster," he remarked.

A day in the life of a services professional

Photo and story by Tech. Sgt. David D. Morton
Front Range Flyer

Tech. Sgt. Robert Bostick has performed every aspect of the services career field during his 14 years with the 302nd Airlift Wing Services Flight.

Like so many other unit members before him, Bostick

started his reserve career in food services, in November 1993. Bostick spent three years on active-duty as a personnel specialist for the Air Force Academy prior to joining the wing.

"In the services career field everything is equally important," said Bostick. "However, rank is attained quicker within

food services. Most of the flight's tech sergeants and master sergeants are currently working there, and we encourage a strong background in the area."

A typical day for food service personnel begins around 4 a.m. with breakfast preparation for the unit's reservists who begin arriving

around 5:30 a.m. While breakfast is served, lunch preparation is already underway.

"It's called progressive cooking, and is Air Force wide," said Bostick. "The Air Force mandates what we'll prepare and serve from day to day. If you have chicken at the Aragon Dining Facility, chances are you'll have it at other bases as well. It's a way

See SERVICES, Pg. 8

SERVICES cont. from Pg. 7

the Air Force monitors food costs."

The Air Force/Navy Joint Services Technical School for the services career field at Lackland Air Force Base, Texas is 46 days long, and focuses on all aspects of the Air Force Specialty Code; however, a large portion of the course is devoted to food service.

"Nearly the first month of the class is devoted to food services," said Senior Airman Judy Saddler, who just returned from the course. "You spend three weeks in a culinary environment, 2 1/2 days in a bake shop learning how to prepare cookies, pies and cakes, and three additional days establishing a bare-base operation setting up tents, and receiving training on Emerson

heaters and M-2 burners."

Management skills are also taught at the school.

"During wartime our primary focus is food service," said Bostick. "But lodging, mortuary affairs, and morale, welfare and recreation are other areas the services career field addresses.

Bostick, who has worked in funeral services for 15 years, also teaches mortuary affairs to other members of the Services Flight.

"Mortuary affairs is a status of report training requirement, or SORTS reportable, and every member of the flight must attend class at least once a year," said Bostick. "I teach the class three or four times a year on unit training assemblies."

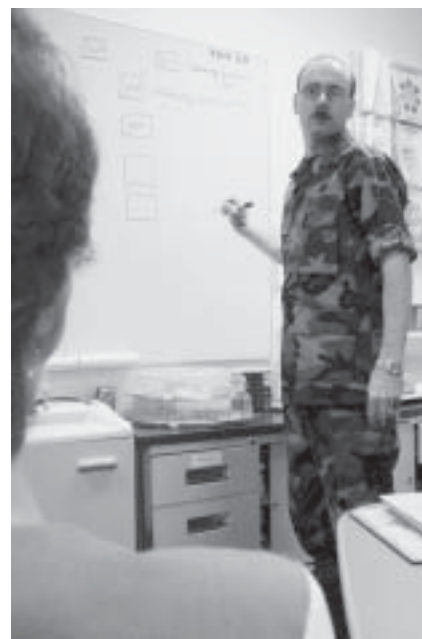
Other classes taught at the services school include

lodging and MWR.

"We're taught how to check in customers, provide amenities, and project budget costs," said Saddler. "It's everything we're expected to know out in the field. We're also expected to know how to provide upkeep of the fitness center and teach people to burn calories."

"We have several different functions as services personnel, and may be tasked to do a different job from week to week," said Bostick.

Most recently, services personnel have been asked to do those different jobs in places like Australia, Germany, Japan, England, France and Hawaii.



Tech Sgt. Robert Bostick, 302nd Airlift Wing Services Flight, answers a question from Senior Airman Judy Saddler while teaching a mortuary affairs class.

Western view



Photo by Staff Sgt. Stefano Collins

Girl of the West Katie Riffe visits the 302nd Airlift Wing and gets a pilot's view of the mission. Maj. Corey Steinbrink helps Riffe and her aide, Amanda Wessel, understand the C-130H and its capabilities. The Girls were here to spread the word about the upcoming Pikes Peak or Bust Rodeo Aug. 6-10. Tickets for the rodeo can be purchased on Peterson at the base information, travel and tours office. Tickets range from \$26.50 to \$31.50 with a discount available for military members.

Family day offers golf outing

Staff Report

Front Range Flyer

There will be a golf tournament during the 302nd Airlift Wing Family Day, Aug. 9, at Silver Spruce Golf Course. The tournament is open to anyone associated with the wing to include spouses and family members.

The format is 18 holes, 4-person scramble and teams must use each person's shot at least once on every hole. Tee times start at 11 a.m.

The cost to play is between \$12-18 for green fees, depending on rank. Members of the course do not have to pay an additional fee. There is also a \$20 entry fee/person that covers prizes and refreshments on the course.

Riding carts are available at \$8 per person. Rental clubs are also available.

The first two beverages will be covered by the entry fee. The prizes for the closest to the pin and long drive contests among others will be awarded after the tournament inside the clubhouse.

It is each team's responsibility to call the Pro Shop at 556-7414 for a tee time in c/o Family Day Tournament.

Green fees can be paid in advance or the day of family day at the golf course; however, the entry fee must be paid by check or cash NLT Aug. 4 to either of the following POC's: Staff Sgt. Scott Anderson at 556-7284, 550-4661 or 821-2980; or Master Sgt. Don Spicely at (303)574-3056 or (303)817-0123.

Appropriate golf attire will be worn at all times; any questions, please call the golf course.

No more than two players per team with a stroke handicap under 10.

Thunderstorms and their offspring ... it's all in the family

Like the smell of a barbecue grill, thunderstorms are all part of the spring and summer season. Thunderstorms affect relatively small areas when compared with hurricanes and winter storms. The typical thunderstorm is 15 miles in diameter and lasts an average of 30 minutes. Nearly 1,800 thunderstorms are occurring at any moment around the world. That's 16 million storms a year! In the United States, there are an estimated 25 million cloud-to-ground lightning flashes each year.

While lightning can be fascinating to watch, it is also extremely dangerous. During the past 30 years, lightning killed an average of 73 people per year in the United States based on documented cases. This is more than the average of 68 deaths per year caused by tornadoes and the average of 16 deaths per year caused by hurricanes. However, because lightning usually claims only one or two victims at a time, and because lightning

does not cause the mass destruction left in the wake of tornadoes or hurricanes, lightning generally receives much less attention than the more destructive weather-related killers. While documented lightning injuries in the United States average about 300 per year, undocumented injuries caused by lightning are likely much higher. In addition to the human toll, these storms cause several hundred dollars in property and forest damage a year.

Heavy rain from thunderstorms can lead to flash flooding. Nearly 140 fatalities a year are caused by flash flooding. Most flash flood deaths occur at night and when people become trapped in automobiles.

Hail occurs when strong, rising currents of air within a storm, called updrafts, carry water droplets to a height where freezing occurs. As the ice particles grow in size, they finally become too heavy to be supported by

the updraft and fall to the ground. Large hailstones can fall at speeds faster than 100 mph!

Straight-line winds are responsible for most thunderstorm wind damage. Wind can exceed more than 100 mph! One type of straight-line wind, the downburst, can cause damage equivalent to a strong tornado and is extremely dangerous to aviation.

Tornadoes are nature's most violent storms. Winds can exceed 200 mph. These storms are responsible for an average of 80 deaths and 1,500 injuries each year. Most fatalities occur when people do not leave mobile homes and automobiles to take appropriate shelter.

The bottom line is these storms are extremely dangerous and unpredictable! The best protection is to take cover until the storm passes! (*Courtesy of the 302nd Safety Office*)

Step by step lightning safety

Lightning is the number two storm killer in the U.S., killing more than hurricanes or tornadoes. Only floods kill more.

But the real story of lightning isn't the deaths, it's the injuries. Only about 10 percent of those

side, watch the weather forecast and plan around thunderstorm activity.

Step 2, if one must be outside anyway, stay near proper shelter and use the "30-30" rule. The "30-30" rule is when one sees,

Myth: *Cars are safe because the rubber tires insulate them from the ground.* **Truth:** *Cars are safe because of the their metal frame.*

Myth: *Lightning victims are electrified. If you touch them, you'll be electrocuted.* **Truth:** *It is perfectly safe to touch a lightning victim.*

struck are killed; 90 percent survive. But of the survivors, the large majority suffer life-long severe injury. These injuries are primarily neurological, with a wide range of symptoms and are very difficult to diagnose. Colorado has more lightning strikes than any other state other than Florida. It is important to have a lightning safety plan.

The NOAA lightning safety website includes a six step lightning safety plan.

Step 1, if planning to be out-

side, watch the weather forecast and plan around thunderstorm activity. **Step 2**, if one must be outside anyway, stay near proper shelter and use the "30-30" rule. The "30-30" rule is when one sees, lightning count the number of seconds until you hear the thunder. If this time is less than 30 seconds, seek shelter. Wait 30 minutes after the last thunder

is heard to leave the shelter. **Step 3**, when shelter is required, don't hesitate, seek it immediately! Lightning casualty stories are replete with events where people were about to make it to shelter when they were struck; if they'd just started a

minute earlier they'd have been safe. A proper shelter is a substantially constructed building, e.g. a typical house. Substantially constructed means it has wiring and plumbing in the walls.

Once inside, stay away from any conducting path to the outside. Stay off corded telephones. Stay away from electrical appliances, lighting, electric sockets and plumbing. Don't watch the lightning from windows or doorways. If one can't get to a house, a vehicle with a solid metal roof and metal sides is a reasonable second choice. As with a house, avoid contact with conducting paths going outside. Close the windows, lean away from the door and put hands in lap. Don't touch the steering wheel, the radio, ig-

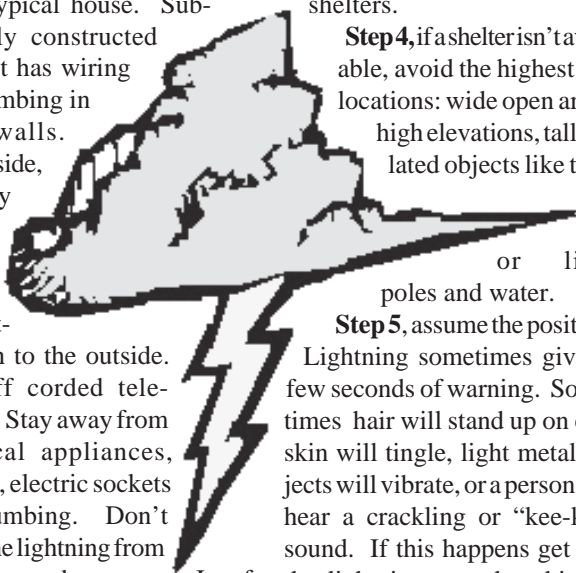
nition, gear shifter, etc. Convertibles, cars with fiberglass or plastic shells don't count as lighting shelters.

Step 4, if a shelter isn't available, avoid the highest risk locations: wide open areas, high elevations, tall isolated objects like trees

or light poles and water.

Step 5, assume the position! Lightning sometimes gives a few seconds of warning. Sometimes hair will stand up on end, skin will tingle, light metal objects will vibrate, or a person will hear a crackling or "kee-kee" sound. If this happens get into the lightning crouch, which is feet together, squat down, tuck head and cover ears.

Step 6, all deaths from lightning are cardiac arrest and stopped breathing. CPR and mouth-to-mouth resuscitation are the recommended first aid, respectively. (*Courtesy of 302nd Safety Office*)



Unit Training Assembly Schedule

August 9-10

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0530 – 1000	Brunch	Aragon Dinning Facility	SVF/6-4180
0600 – 0730	“Jump Start” Fellowship	Sandy’s Restaurant	HC/6-7428
0730 – 1100	Newcomers Orientation	Bldg 893 Conf Room	MPF/6-7976
0730 – 0900	No Meeting Period	All Locations	CV/6-7087
0730 – 1630	Physical Exams	Clinic	ASTS/6-1132
0900 – 1000	Unit Training Manager Mt	Bldg 895 Room 204	DPMT/6-7250
1000 – 1030	Wing Training Planning	Bldg 895 Room 203	CCX/6-6770
1000 – 1400	Military Clothes Sale	Bldg 1466	6- 3227
1100 – 1730	Let’s Do Lunch!	Aragon Dinning Facility	SVS/6-4180
1100 – 1230	Lunch & A Lift	Aragon Colorado Room	HC/6-7428
1200 – 1630	CWD Training	Bldg 1324	6-7221
1215 – 1530	CDC/PME Testing	Bldg 895 Room 203/204	DPMT/6-7250
1300 – 1630	Newcomers Ancilliary Training	Wing Conference Room	DPMS/6-8185
1300 – 1600	Chaplains Available	Bldg 893 Room 143	HC/6-7428
2000 – 2300	Late night carry out	Aragon Dining Facility	SVS/6-4180

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0530 – 1000	Breakfast Available	Aragon Dining Hall	SVF/6-4180
0730 – 1200	CWD Training-Refresher	Bldg 1324	6-7221
0800 – 0900	First Sergeants Meeting	Aragon Dining Facility	6-8307
0800 – 0900	Career Advisor Training	Bldg 895 Room 203	6-7702
0900	Quarterly Awards Board	Bldg 845 Conf Room	6-8185
0900 – 1100	3AO AFSC Training	Bldg 893 Wing Conf	SC/6-8192
0800 – 1200	First duty Station Class	Bldg 895 Room 205	6-6215
0800 – 1200	Education Open House	Wing Training Room	DPMT/6-7250
0900 – 1000	Supervisor Safety Training	Bldg 350 Room 1052	SE/6-8163
1100 – 1200	Mask fitting	Bldg 1324 2 nd Floor	DP/6-7221
1100 – 1730	Let’s Do Lunch	Aragon Dining Facility	SVF/6-4180
1200 – 1300	Multicultural Awareness Gp	Aragon Dining Facility	ME/6-6215
1215 – 1530	CDC/PME Testing	Bldg 895 Room 203/204	DPMT/6-7250
1300 – 1400	Commander’s SORTS Mt	Command Post CAT	CP/6-7369
2000 – 2300	Late Night Snack	Aragon Dining Hall	SVS/6-4180

Congratulations promotees

Senior Master Sergeant
David Malenky

Master Sergeant
Shawn Alcala
Benjamin Alcorn
Todd Baird
Brian Bell
David Brand
April Griffo
James Hailbronner
Ricky Kind
Olen Kohne Jr.
Heidi Starling

Technical Sergeant
Daniel Clark
Eva Madrid

Jan Medina-Meyer
Stephanie Moncalieri
Steven Pressey II
Salvatore Rinaldi
William Robertson
Albert Serna
Mark Shykes
Cynthia Swazey
Julia Thompson
Alma Torrez-Cortez

Staff Sergeant
Nicholas Adams
Scott Bartkowiak
Alison Moore
Milton Page
Jeanette Scott
Charles Stockwell
Robert White

Daniel Willoughby

Senior Airman
Lawrence Burns
Brandon Chacon
Beatrice Cervantes
Hope Clarkvasquez
Tara Dunsmoor
Michael Gonzalez
Joseph Jones
Eric Kinnard
Erika Kricher
Ellery Paz
Michael Pesek
Nicole Skjervheim

Airman 1st Class
Kimberly Ese
Bernadine Martinez

Come one, come all

Staff Report

Family Readiness

It's time for the 302nd Airlift Wing Family Day 2003.

Family day is scheduled for Aug. 9 and is packed with the familiar favorites as well as some new events.

There are scheduled to be C-130 Taxi rides, Fire Department trucks with Sparkey and an Air Castle for the children. Children will also have the opportunity to participate in the woodworking booth put on by members of the 302nd Civil Engineer Squadron. Smaller tots can hunt for treasure in the sand pit again as well as hang out with some animals in the petting zoo.

A pie throwing contest and jail house are bound to keep the adults busy.

A dunk tank should please children of all ages while the Band of the Rockies provides listening enjoyment.

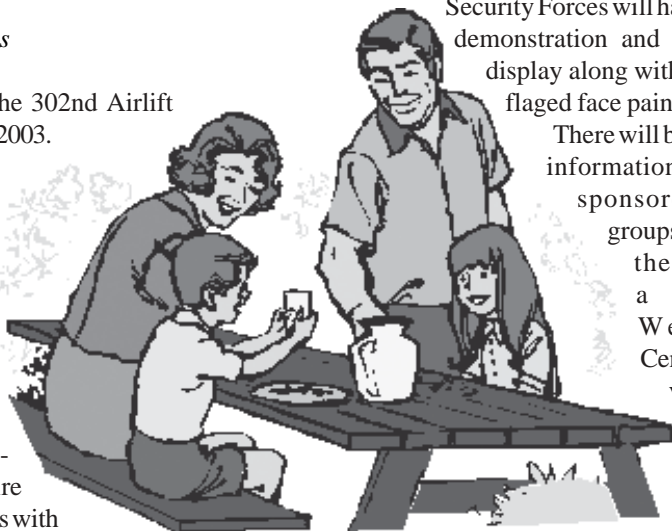
Security Forces will have a K-9 demonstration and weapons display along with camouflaged face painting.

There will be several information booths sponsored by groups such as the Health and Wellness Center, University of Phoenix, Troy State University, Red

Cross and the commissary. The 21st Civil Engineer Squadron Fire Department will also bring out their smoke trailer to educate children on evacuation procedures, kitchen safety and 911 procedures.

The Civil Air Patrol will have one of their planes on display while classic cars, motorcycles and race cars amuse and awe.

Food and beverages will be on hand. The cost is \$1 per person and children 10 and under play for free. The money raised goes toward Family Support for Family Day costs.



Welcome newcomers

302nd Airlift Wing
Tech. Sgt. Scott R. Flack
Maj. Paul W. Hurcomb

302nd Aeromedical Staging Squadron

Airman 1st Class Ricardo Alvarado
Maj. Martha K. Livesay
Airman 1st Class Elizabeth Lopez
Staff Sgt. Alejandro Montez
Tech. Sgt. Glenda G. Nash-Kirton
Master Sgt. Angelique A. Sevene
Airman 1st Class Nicole R. Skjervheim

302nd Civil Engineer Squadron

Capt. John D. Anderson
Staff Sgt. Dustin C. Munroe
Tech. Sgt. Pamela M. Schnell

302nd Security Forces Squadron

Staff Sgt. Darwin J. Baker
Staff Sgt. Chad E. Moore
Airman 1st Class Billy J. Overstreet

302nd Mission Support Squadron

Tech. Sgt. Erica M. Belcher
Staff Sgt. Asteria C. Brown
Airman 1st Class Quiana Hopkins

731st Airlift Squadron

Maj. Steven J. Coppa
Senior Airman Cynthia A. Dalton
Capt. Christopher T. Lay
Capt. Robert S. Leszczynski
2nd Lt. Christopher A. Rothe

302nd Services Flight

Airman 1st Class Eric W. Kinnard
Airman 1st Class Matthew A. Maples

7th Space Operations Squadron

Capt. Jason S. Parker
Capt. Tamara L. Wise

8th Space Warning Squadron

Senior Airman Timothy A. Scribner

Wing gives time to focus, refresh

By Tech. Sgt. Tim Taylor
Front Range Flyer

Air reserve technicians and civilian employees who are caught up in the physical fitness whirlwind can now have their cake (low-fat, of course) and eat it too, so to speak.

New guidance which allows them three hours per week to perform physical fitness means they may also enjoy a lunch if they choose.

Several of the 302nd Airlift Wing ARTs and civilians are participating in one or more of a variety of fitness opportunities offered by the Peterson Fitness & Sports Center.

It may be a mid-day aerobics class, such as toning, yoga, sports conditioning, kickboxing or circuit training. They can also use the swimming pool, racquetball courts and indoor and outdoor tracks.

Alan Shankle, an ART with the 302nd Maintenance Squadron, was working out at the base gym before the new plan was put in place and likes the extra time.

"I was going before, but it was only the hour I had for lunch, which doesn't give you a lot of time," he said.

He said the time it takes to change into his workout clothes and the time needed to shower and change back into his street clothes didn't give him much time for a good workout with the free weights.

Shankle's co-worker, Tonya Moon, feels it has had a positive impact on her personal fitness.

"Before they offered this to us I was going to the gym during lunch and I was always feeling rushed because I only had an hour," she said. "It gives you a little extra time."

Vivian Greenwood-Campbell is one of the 302nd AW's civilian employees who takes full advantage of the program and has nothing but praise for it.

"The first thing that is great for civilians is now we don't have to take leave in order to go to the gym," she remarked. "I can actually do it in conjunction with my lunch and I can get a real workout."

Someone who had not worked out for two years, she increased her workout program by the end of the first four weeks.

"When I first started all I did was walking," she said. "Now I do cardio-vascular."

A typical workout for Greenwood-Campbell includes 20 minutes of fat-burning on the stationary bike, 20 minutes of weight training and 20 minutes of stretching and sit-ups. She said the program has been good for her because she has already seen and felt the results of her work-outs and she has an opportunity to do cardio-vascular workouts at the gym.

Moon has felt a difference as well with her circuit training and yoga.

"For me it gives me more energy when I get back to work. I feel revived," she said. "When I get there (fitness center) I don't want to run, but when I'm finished I feel better."

Another plus is the program's flexibil-



Photo by Staff Sgt. Stefano Collins

Greg Roberts pumps out some calf raises during the Back to Basics class offered at 11 a.m.

ity. ARTs and civilians can split the three-hour allotment up however they choose and go to the fitness center when they choose. Greenwood-Campbell likes to do her workout at the end of the day.

"That's the biggie," she said, "having the flexibility."

It has also given the ARTs and civilians an opportunity to meet people from the wing who work in different areas and foster a better atmosphere for teamwork.

"You do get to know more people," said Moon, "build some camaraderie."

"It makes us feel like more of a team," Greenwood-Campbell said. "I see all kinds of people from our unit over there at all times of the day."

Tanya Moon, on the left, and her station partner work their arms at the bicep curl station of the Back to Basics Class at the Peterson AFB Fitness Center.



Photo by Melissa Booker

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